Train from Indore to Amritsar via Ujjain

†1684. SHRIMATI MAYA SINGH: Will the Minister of RAILWAYS be pleased to state:

whether it is a fact that inspite of the demand from the public and religious organizations and the given assurances, train started from 15th January, 2008 between Indore and Amritsar, is not being run via Ujjain;

whether it is also a fact that even Indore-Chhindwara Punchvelly Express and Indore-Bhopal Intercity Express have also been discontinued via Ujjain disregarding the city; and

whether his Ministry is exploring the possibility of restoring it after review?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) 9325/9326 Indore-Amritsar Express (weekly) has been introduced from 15.1.2008 via Dewas-Maksi-Guna-Gwalior as announced in Railway Budget 2007-08.

(b) and (c) 1657/1658 (old No.) Penchvalley Passenger, earlier running between Chhindwara and Bhopal, was extended upto Indore via Dewas-Maksi w.e.f. 23.2.2006. The train was never routed via Ujain.

9323/9324 Indore-Bhopal Intercity Express, presently runs via Dewas-Maksi. 9303/9304 Ratlam-Bhopal Intercity Express via Ujjain was earlier running between Indore and Bhopal via Ujjain, which was diverted to Ratlam w.e.f. 7.8.2006. This train continues to run via Ujjain.

Safety record of Railways

1685. SHRI KAMAL AKHTAR:
SHRI EKANATH K. THAKUR:

Will the Minister of RAILWAYS be pleased to state:

whether despite the fact that Indian Railways is the world's largest passenger railway network, the kind of safety record it has acquired over the years, it is perhaps the world's most unsafe network;

whether it is a fact that in the past ten years, 1,539 people have been killed in almost, 2,000 accidents on passenger trains running on the network and 44 per cent of these accidents were caused due to failure of railway staff; and

if so, the steps Government proposes to take to improve Railway's safety record?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. Though the definition of accident varies in different railway systems of different countries, on Indian Railways, the number of accidents per million train kilometer which is an important universally accepted safety indicator, have shown continuous reduction from 0.55 in 2001-02 to 0.44 in 2002-03,0.41 in 2003-04,0.29 in 2004-05,0.28 in 2005-06 and 0.23 in 2006-07.

(b) During the last ten years from 1997-98 to 2006-07, 3450 persons including 1539 passengers lost their lives in 3483 consequential train accidents on Indian Railways and 58.25% of these accidents were attributed to railway staff failure. Of the 3483 consequential train accidents, 1959 were involving passenger trains.

† Original notice of the question was received in Hindi.